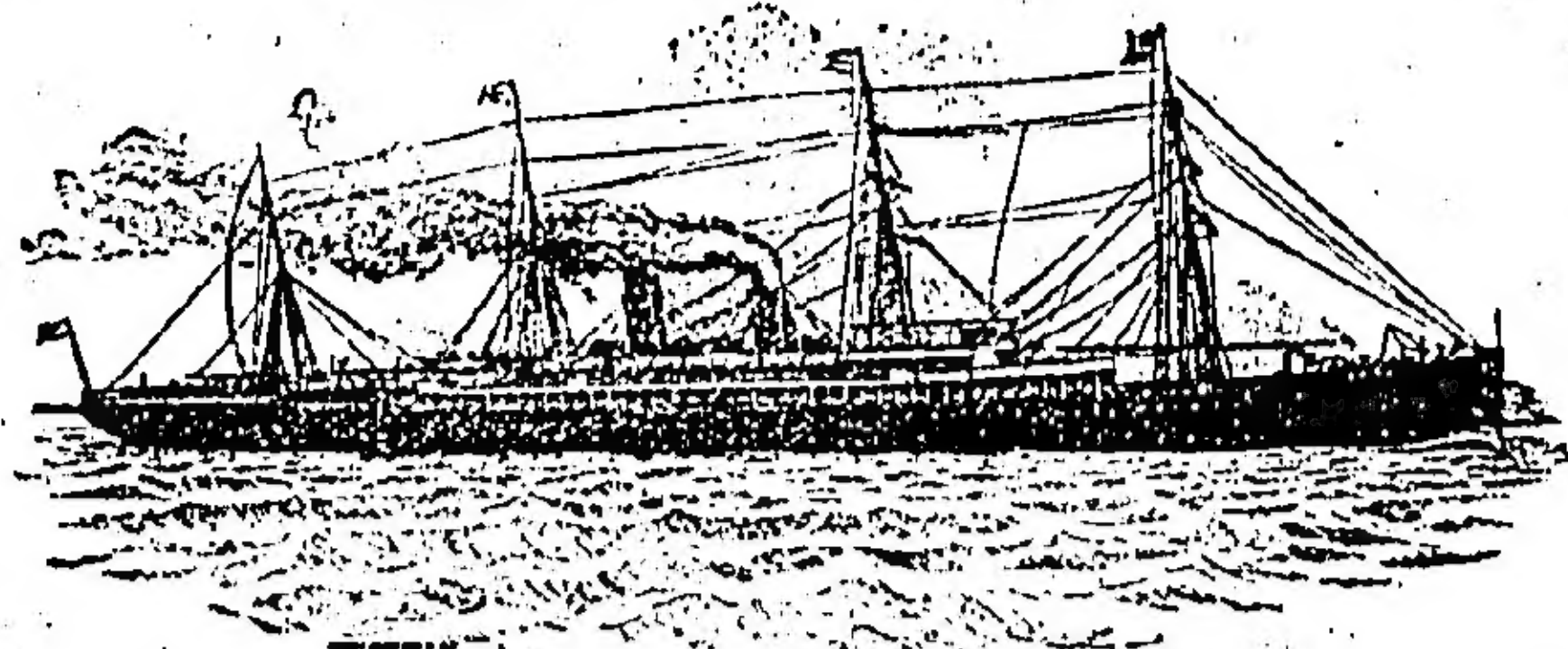


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	THURSDAY, 2nd July, at Noon.
"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAREL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CINA"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA.	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borck.	(Calling at SINGAPORE and COLOMBO).		
NURNBERG.	HAVRE and HAMBURG.	15th July.	Freight.
laburg.	(Calling at SINGAPORE and PENANG).		
WURZBURG.	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
Binder.	(Calling at SINGAPORE and COLOMBO).		
BADENIA.	HAVRE and HAMBURG.	12th August.	Freight.
Rorden.	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office,

No. 1, Queen's Building,

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSUAN"	2,260 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	569 tons.	Captain R. D. Thomas.
"SAINAM"	588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trip take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.0 per Cask ex
Factory.
In Bags of 250 lbs. Net £3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

MACWEN, FRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or

\$2.00 per doz.

3, Duddell Street,

Hongkong.

18th June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUEUR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS and WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

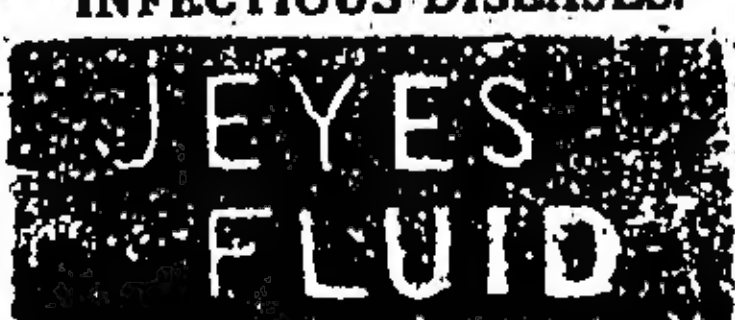
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings

Hongkong, 9th March, 1897.

(23) 7110

Intimations.

CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road Central, Victoria, Hongkong, on SATURDAY, the 27th day of JUNE, 1903, at 11 in the FORENOON, when the subjoined Resolutions will be proposed, viz:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof to be appointed as hereinafter mentioned) that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorized to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage thereof by the Company to such persons as Trustees for and on behalf of the Debenture holders as the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds for and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following that is to say: No part of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years;"

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years;"

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years;"

and

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 15th day of June, 1903.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 22nd September, 1903.

(45)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of
entrance, top 95 ft.; bottom, 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1]

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout.

TRANS-SIBERIAN JOTTINGS.

The following interesting extracts are from a private letter written by a passenger homeward via Siberia in the train between Manchuria junction and Lake Baikal:

N. B.—These notes pretend only to give the experiences of the particular journey by train of May 26th from Dalny. Conditions have hitherto changed every few weeks, and will doubtless continue to do so for some time. The first advice we would tender to travellers is therefore to mistrust everything you are told, especially by the various agents. To illustrate this I may mention that the existence of a new service of trains, inaugurated on 17th April, was unknown to various "agencies" in Peking and Tientsin on 16th May.

The experiences of recent travellers are more useful, but here again the conditions may so change in a couple of months, that these also may be very misleading. This is what happened when I started. On arrival at Dalny I placed my baggage in the train and got the guard to lock the compartment. It was a first class for two. Tickets could not be got until one hour before the departure of the train, which was timed to start at 11 p.m.

The tickets, first class to Manchuria Junction, cost Rs. 108 each; second class tickets cost Rs. 67. One can book no further. On arrival at Manchuria one books through to Petersburg first class—second Rs. 113. It will be seen that the prices on the Chinese Eastern Railway are much higher than on the Russian State Railway.

There was no difficulty at Dalny. The language difficulty is "all out." Anyone can learn enough Russian in ten minutes to carry along with on this journey. The railway officials are obliging, the accommodation excellent. The days are over for taking the equipment of an upcountry trip upon this route. The dining-car is quite good. It adds possibly to one's comfort to have one's own whisky, and a tea-basket kills time as anything else, but neither can be called necessities now.

The couples are spotlessly clean; so is the bedding. Good clean pillows are provided. No bedding need be brought, except the ordinary travelling rug. There is not much room for hand baggage. Nothing can go under the seats. If I had to define what was "a lot of hand baggage" I should say "anything more than four pieces per man." But these four might all be large kit-bags. A number of small pieces are very difficult to keep track of when changing.

One is allowed 36lbs. per ticket fare in the van. A cabin-trunk owned by a couple may therefore weigh 72lbs. before it is penalized.

The trains run twice a week from Dalny, Tuesdays and Saturdays at 11 p.m. It is the only way to go home.—N. C. D. News.

BUSINESS IN THE PHILIPPINES.

Foreign consuls are reporting to their governments that business is stagnant in the Philippines, and that "Manila is flooded with Americans out of employment." We presume this to be true, and in one sense it is very creditable to our Government. It proves that we do not intend to exploit the Filipinos. Business would be booming in the Philippines if we would expose the Filipinos to the competition of Chinese labour. If that labour were available American capital would flow into the islands, and the adventurous men who rushed there with vague expectations would find the opportunity which they expected.

But in another sense the present business stagnation in the archipelago is not creditable to us. We could improve business there by opening our markets to the products of Philippine industry. So long as we refuse to perform this plain duty the responsibility for bad times in Manila rests with the American people. Incidentally, we may say that we hear of no particular distress among the Filipinos themselves except as the result of unavoidable misfortune, and such distress we are relieving. The trouble is with those of our own and other countries who have flocked to the islands, not with the intent to produce, but to live by the occupations depending upon production. We presume that no American who wishes to do manual labour in the islands need seek long for employment. Our compatriots there do not wish to do such work. They probably cannot do it in that climate. The Filipino himself is not suffering, because his wants are few, and those he can supply by such labour as he is willing to perform. If we adhere to the humane policy of developing the Philippines by labour of the islanders the process will be slow. The Filipino is not an ambitious worker. There will remain island resources to be developed by the next generation. Nobody has charged that the Filipino will not do all the work necessary to get what he desires. The fault which we find is that he does not desire a multitude of things which we should like to sell him. That is unfortunate for us, and possibly for the islanders. They might be much happier if they were in the enjoyment of convenience which we find so desirable, but of which the Filipino never heard. To induce the Filipino to work more steadily we must create new desires. These can only arise by free commercial intercourse, which can only come by opening our markets to such products as the Filipinos are willing to make in their present stage of development. Roads and schoolhouses are things which they appreciate, and to some extent, at least, are exerting themselves to provide. And they lead to other desire—books and bicycles, for example. Filipinos are like other people—influenced by their environment. With the American environment which commercial intercourse with America would gradually induce, they will become American in thought, instincts, and, possibly, in energy. To make good times in the islands we must remove the tariff on their products, as desired by Governor Taft and approved by the President.—S. F. Chenail.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW (THURSDAY) the 25th June, 1903, at 7.30 P.M., at No. 5, EAST TERRACE, Kowloon, (lately occupied by Mr. FRED. LEMM), A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, (Full Particulars from Catalogue). On View from WEDNESDAY, the 24th June. TERMS:—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 22nd June, 1903. [7372]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of June, 1903, at 5 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, near Union Church, in the Colony of Hongkong, for a term of 21 Years. PARTICULARS OF THE LOT.

No. of Sale	LOCALITY	Boundary Measurements	Area	Annual Rent	Upper Price
1	Kennedy Road	100 ft. by 100 ft.	10,000 sq. ft.	1000	250

Intimations.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th July, at 12.10 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and Electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th June to the 11th July, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON, & CO., Agents. Hongkong, 22nd June, 1903. [7392]

A. S. WATSON & CO., LD.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—Bottles ... \$ 1.20 per Dozen. Syphons ... 18.00 do. On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates. A. S. WATSON & CO., LIMITED, The Hongkong Dispensary, Hongkong, 19th June, 1903. [7322]

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—Bottles ... \$ 1.20 per Dozen. Syphons ... 18.00 do. On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates. VICTORIA DISPENSARY, Hongkong, 19th June, 1903. [7322]

WATKINS, LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that On and after the 1ST JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—Bottles ... \$ 1.20 per Dozen. Syphons ... 18.00 do. On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates. WATKINS, LIMITED, Hongkong, 19th June, 1903. [7242]

MANILA HEMP.

WANTED PARTNER.

WITH 10 to 20 THOUSAND DOLLARS for the EXPLOITATION and DEVELOPMENT of JUAN LAMBA ESTATE, British North Borneo, (Proprietor Mr. P. DAWSON, Glasgow). Crop in the field: 60 to 70 tons Hemp. The Output can be quintupled in 2 1/2 to 3 years. Further extension easy. THE LESSEE, Apply at No. 10, Ice House Street, Hongkong, 19th June, 1903. [7212]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of FRESH WATER for the period of 12 months from 1st July, 1903, to H.M. Naval Yard, Hongkong, or to any of H.M. Ships and Hired Vessels lying in the Harbour. Forms of Tender can be obtained on application to the Naval Store Office, H.M. Naval Yard, Hongkong, and should be returned not later than NOON, on THURSDAY, 25th June, 1903. Hongkong, 18th June, 1903. [7172]

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of JUNE, 1903, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date. By Order of the Board, G. A. WOODCOCK, Secretary.

Sanitary Board Room, Hongkong, 1st June, 1903. NOTE:—The Western Division of the City lies to the West of Morrison and East Streets. [6502]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER ... \$400

NEEDHAM ... 380

DORNER ... 375

ROINSCH ... 400

SCHIEDMEYER ... 250

BORD ... 280

RACHALS (SEMI-GRAND) 700

H. & MULLER " 350

and others of our own make at varying low prices.

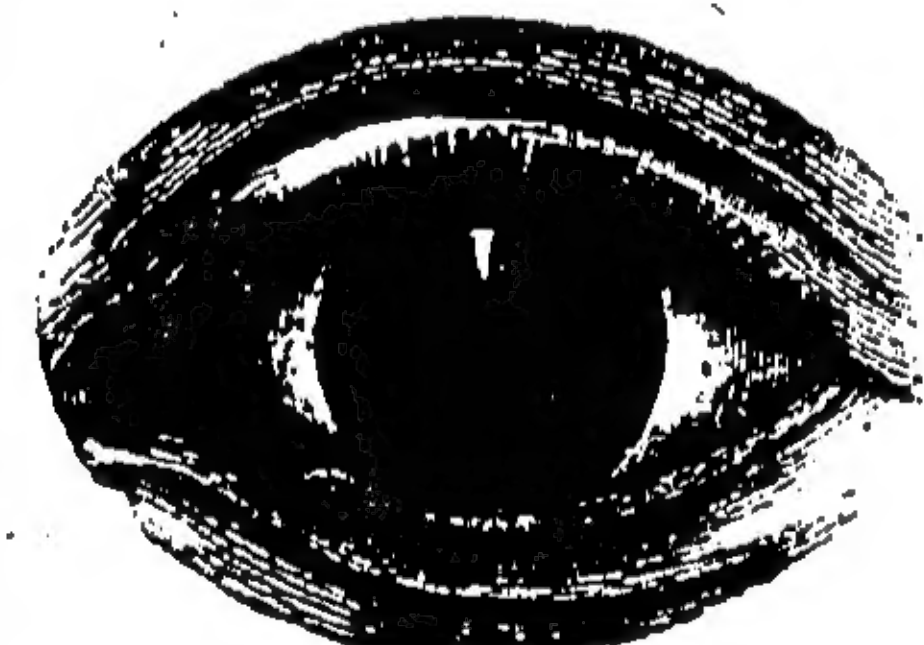
Our Stock of SMALL INSTRUMENTS

and MUSIC is also being sold at greatly

reduced prices at this season preparatory to

our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [4152]



N. LAZARUS, OPHTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on this premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room: No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager. Hongkong, 23rd June, 1903. [64]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "SIBERIA". The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN, Agent. Hongkong, 22nd June, 1903. [1]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., ex S.S. Australia. From Australia, ex S.S. Oriental. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 18th June, 1903. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 19th June, 1903. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd June, 1903. [7332]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WURZBURG," Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd June, 1903. [7362]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"KISH," Captain E. Robertson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' Risk and expense.

All broken, chafed and damaged goods must be left on board and notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 19th June, 1903. [7432]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 27th June, at Daylight.
KINSHIRO MARU	MOJI, KOBE and YOKOHAMA	SATURDAY, 27th June, at Noon.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, at 4 P.M.
ISOGUMI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 2nd July, at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager. Hongkong, 23rd June, 1903. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Tremont	9,605	T. W. Garlick	June 30
Tacoma	2,812	A. Dixon	July 6
Victoria	3,502	J. Panten	Aug. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to:

DODWELL & CO., LIMITED, General Agents. Hongkong, 3rd June, 1903. [8742]

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPTE, MARSEILLES, MEDITERRANEE AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 29th instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 16th June, 1903. [10042]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 19th October, 1902. [11162]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIT, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MASSILIA," Captain G. W. Cockman, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 22nd June, 1903. [4]

To be Let.

TO LET.

A GODOWN, No. 1, MASON'S LANE. Rent Moderate. DAVID SASSOON & CO., LTD. Hongkong, 11th June, 1903. [6912]

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. GODOWNS at BOWRINGTON, Praya East. No. 4, RIFON TERRACE in Flats. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th June 1903. [12042]

GODOWNS TO LET.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Doz.
ST. ESTEPHIE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.
Liebig's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hoeg Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 20 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 24, 1903.

LOCAL AND GENERAL.

THE Pope has received the Bishop of Ceylon.

DR. Young bacteriologist at Berlin, has died from plague.

WANG Tzu-tung is appointed Prefect of Ching Yuen in Kwangsi.

A PLAGUE case at Chili has been caused by a consignment of rice from India.

THE English mail of the 23rd May was delivered in London on the 22nd inst.

GREAT Britain has annexed three Pacific Islands in anticipation of the Panama Canal.

MISS Benyusuf, the celebrated society photographer of New York and the United States, is at present in Hongkong.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

A SHANGHAI harbour notification has been issued stating that Foochow, Swatow, Canton and the Formosa Ports have been declared infected.

OWING to numerous false rumours afloat concerning the Kwangsi Rebellion, it is reported that the Viceroy intends to inaugurate an official Gazette in Kwangtung as soon as he has taken over the seals of his office.

A BRITISH seaman named Harvey, twenty-four years of age, belonging to the torpedo boat *Virago*, was drowned on the 14th June near the Kawasaki Dockyard, Kobe. Harvey, it appears, was bathing with a number of other men from the *Virago*, and not being an expert swimmer suddenly sank and disappeared from sight. The assistance of divers was requisitioned, and the body was recovered about an hour after the accident occurred.

By kind permission of Major Radcliffe and Officers of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March, "Marche Romaine".....Gounod
Overture, "Lodoiska".....Cherninski
Selection, "A Princess of Kensington".....Edward German
Comet Suite, "Eine Nacht in der Schweiz".....Hume
Selection, "Reminiscences of the Plantation".....Chambers
Waltz, "Les Balcons".....Marsch
Chamber Music, "A Dervish Chorus".....Sebek

A TIENTSIN dispatch to the *N.C.D. News* states that a large Chinese timber company, called the Tatung Mu Chih Company, which was last year started by Yuan Taotai of the Eastern Marches Intendency (Fenghuang-ching and the vicinity of the Yalu) to cut down timber in the Yalu region for importation into Chihli province, has been arbitrarily forced by the Russian authorities in Manchuria to "shut up shop," on the ground that the place now belongs to Russia.We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Adv.*

THE result of the general election in Germany in 333 districts out of the 397 is now known. Second ballots will be necessary in 156 districts. So far the returns show 68 Clericals (Centrum), 53 Socialists, 23 Conservatives and 11 Poles. Among those defeated are Messrs. Roedicke and Hahn, leaders of the Agrarian Alliance. Messrs. Eugen Richter (Radical Liberal) and Oertel (Conservative) are among those to be decided on by the second ballot. The gains of the Socialists have been nearly exclusively at the expense of the Radical-Liberal parties. In consequence the power will be in the hands of a similar majority as before.

CONTRACTS for carrying freight from the Pacific coast to the Philippines are being made with the Pacific Mail Steamship Co. for San Francisco freight and with the Boston Steamship Company for freight from Seattle. The rate is \$4.25 from either point to Manila; officers \$150 each with subsistence, soldiers \$40 to \$50, according to the number when subsisted en route, and \$30 to \$40 according to number when fed by the Government; animals, \$10 per head from San Francisco, and \$100 per head from Seattle; when subsisted by the companies, and \$85 and \$75 respectively when subsistence is furnished by the United States.

THE Standing Orders of the Transvaal Legislature require that all speeches in Dutch shall be made through an interpreter.

THE third-class battleship *Andromeda* will shortly be stationed at Felixstowe, the new base for a torpedo-boat destroyer instruction flotilla.

It is reported at Tientsin that the Chinese Government is thinking of inducing Russia to evacuate Manchuria by ceding to her a certain part of Mongolia.

AN Irish Industrial League has been incorporated at New York, to assist farmers in Ireland. It is hoped to raise 1,000,000 dollars during 1903.

Don't forget the chits for they will not go LeMunyon.—*Adv.*

A NEW Peruvian gunboat, built at a Birkenhead yard, sprang a leak and foundered off the Scilly Isles, near the coast of Cornwall. The crew were rescued.

EIGHTY Moorish soldiers, who were on the march to Fez, slept at a village called Uladhah, and were all murdered during the night by the local inhabitants.

THEIR Majesties the King and Queen Alexandra congratulated and sent a bouquet to the Viscountess Glenworth upon the attainment of her 80th birthday on the 26th ult.

THE Vienna gambit (chess) tournament has resulted in a victory for Tschigorin, with 13 points. Marshall was second, with 11½ points, Marco third with 11, and Pillsbury fourth with 10 points.

A TELEGRAM despatched from London on the 28th ult. states that the New York Board of Trade has appointed a committee to investigate the alleged alarming state of the American shipping engaged in foreign trade.

At the instance of Commandant-General Louis Botha, permits have been granted to 14 Boers now residing in Holland to return to South Africa, after swearing allegiance to the King. Permits were refused in 23 other cases.

THE 13th was "Osaka Day" at the Exhibition and preparations were made for 100,000 visitors, but there was such a crush that the ticket office was overruled and there was an actual row. A total of 93,464 tickets were sold, but many more obtained admission.

DESPITE the fact that their rules forbid politics, the members of an aristocratic French Yacht Club voted against the election of M. Waldeck-Rousseau, the ex-Premier. Many members thereupon resigned, and intend to establish a rival club on a non-political basis.

THE steamer *Honan* recently collided with a small salt boat at Wuhu, and caused the death of several boatmen by drowning. The wreck of the salt boat has caused an obstruction to river traffic and it will be destroyed by dynamite, says the Shanghai Press.Now look out for LeMunyon's new store adv. It is a beauty.—*Adv.*

A WIRE to Shanghai says that the Russians have at present no less than four hundred thousand tons of coal stored at Tai Lien Wan and Port Arthur, beside an indefinite quantity of arms and munitions of war. Russian colonists are simply pouring into Manchuria, most of whom belong to the lower class. Manchuria is rapidly becoming a Russian colony.

A HALL for the reception of the Foreign Ministers and other foreign guests is being planned outside the Hsi Hua Men of the Forbidden City. This is another try on of the old game. The Government's work may be allowed to go on, but the *P. & T. Times* will be much surprised if the ministers consent to go to any "hall for the barbarians" constructed outside the sacred circle of the royal domain.

THE news as to the exact date on which the Court will return to Peking is contradictory. Some believe the Court will return on the 19th while others persist in saying that the Court will return on the 20th. It is, however, sure that the Emperor will have to be at Peking before the 22nd, for on that day he will offer sacrifice on the Altar of Earth as previously announced, in an edict issued long ago.

WHEN Prince Tsai Chen, the Special Imperial High Commissioner to the Osaka Exhibition, was received by the Empress Dowager in audience, the latter made a few inquiries about the exhibition and was told by the Prince that every country is represented by the best of its produce, and that the articles sent by China are far inferior to those sent by Europe. The Empress Dowager expressed her regret for not being able to visit the exhibition herself, but she regretted more at hearing of the inferiority of the Chinese produce shown there.

THE total quantity of gold mined in the Primorski region, Siberia, according to statistics, is 1,104 pounds 2 lbs. (19,903.7 lbs.), containing an average of 1 solotnik (2.4 drams) in 100 pounds (3,611 lbs.) of sand. This amount is less than the product of the adjacent region of the Amur, which can be explained by the novelty of the business. The chief gold-mining works in the Province of Primorski were established during the last ten years, and a great number of gold veins of this region are not yet worked, and not even declared.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

AMONGST recent visitors passing through Tientsin to Peking, was Mrs. C. W. Dickson, of Ewo.

A TURTLE weighing upwards of 40 lbs. was recently secured by Customs officials on the Island of Laysane near Chung Chao, and was brought to Hongkong. Turtle soup and steak figured on the menu foriffin at one of the principal hotels to-day.

A WIRE from London of 26th ult. reports that two men, named Port-r and Preston, have been arrested at Silbury on the charge of shooting Constable Wilkinson dead at midnight. It is believed that the men intended to shoot another constable, who had been active against poachers.

THE Shanghai Times thinks that Manila editors "contortionize themselves into bow knots and spatterize pen punctuation between column rules," in their attempts to apologise for the dishonesty of the officials of the Taft government and the reign of plagues, unrivalled since those of Egypt, which affect the Philippines.

BY Edict 12th, 5 h Moon, the Gran Intendant of Kansuh, Lo Chia-chen, the Taotai of Hsichow, Kwei Sun-ching, the Taotai of Changcho in Szechuan, Chang Chwen, the Prefect of Kaicho in Canton, Wang Chia-cho, the Prefect of Shao-cho Canton, Chih Si, the Prefect of Siming in Szechuan, Fung Shen-pu, the Prefect of Ching Yuan prefecture in Kwangsi etc., etc., are all ordered to proceed to Peking for special audience.

At the Police Court this morning William Wadham, a butcher, employed on the *Empress of India* was summoned by Mr. C. Warn, chief steward, for stealing four turkeys and six tins of cheese, value \$26, the property of the C.P.R. Co. He pleaded guilty, and was sent to prison for one month. Wong Ch w, of the same ship, was charged with stealing twenty tins of fresh pork valued at \$340, and Mr. Kemp also gave him a month.

THEY have an effective method of dealing with coolies charged with using obscene language at Shanghai. The other day a case of such a nature came before the Mixed Court and prisoner was ordered to receive fifty blows on the face. It was stated that a number of ricksha coolies who were in the habit of stopping on the stand near the Race Club gate continually used obscene language to young Chinese and European girls as they were passing.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—*Adv.*

PEKING reports that the Imperial Resident of Thibet wired the other day to the Grand Council reporting the unexpected invasion of his territory by a company of surveyors and engineers guarded by a few hundred cossacks. In reply to a protest made by him, the Imperial Resident, the Russians declared that they were only travelling and exploring the country, and that the cossacks were their guards. Prince Ching complained to the Russian Minister at Peking, but the latter denied having any knowledge of the matter. The Imperial Resident has been instructed to carefully watch the movements of this company and to report every detail.

THE funeral of Mr. R. M. Campbell took place on Thursday evening and was very largely attended. The burial service was performed by Bishop Moule, assisted by the Rev. H. C. Hodges, M.A. The bishop referred to the sudden death of deceased in a most sympathetic manner and pleaded with those present to accept the Saviour before it was too late, and many felt impressed to his earnest appeal. Many lovely wreaths and crosses were sent by sorrowing friends. Great sympathy is felt by all classes of the community and the flags of the British Consulate, Race Club, Country Club, Astor House, and at other places were half-masted during the day.

SOME weeks since we referred to the capture of a tiger near the West River and commented upon the cruelty of Chinese at Macao in caging the animal in a miserably small pen and exhibiting to any who cared to pay their ten cents. It is evident that the animal has been brought over to Hongkong, and we are glad to find that the authorities are not going to permit such cruelties to be practised in the Colony. Sergt. Thomas Abbey went into 200, Hollywood Road and saw a tiger in a cage so small that the poor animal could only sink on to its paws and rise again. As in Macao spectators delighted teasing the beast by thrusting sticks into its cage. As a result of the sergeant's visit a Chinaman was fined \$25 or the alternative of one month.

DURING his trip across the Pacific, Mr. Alfred Cunningham, of Hongkong, must have formed fresh ideas regarding the French and South China. He was interviewed in Victoria (B.C.), and, according to an exchange, is of the opinion that "France has bribed the officials of Kwangsi, and is awaiting an opportunity to pour troops into that province. The South, says Mr. Cunningham, is on the verge of a far greater international crisis than that now on in the North, although the rebellion in Kwangsi is practically brigandage on a large scale. The rebellion in South China, he says, is another factor. There is no doubt that the reformers have organized the brigands, and a rebellion which will be far greater than the Taiping rebellion will break out before long in South China. Large quantities of arms are being shipped to the rebels, chiefly from the United States, and, headed by the reformers, a movement will break out pro-foreign, in its nature (to overthrow the Empress Dowager and reinstate Kwang-hsu."

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

RUMOUR FIRE AT THE DOCKS.

When it was reported in the Colony about noon to-day that fire had broken out at the Kowloon Docks shareholders and other interested parties hastened to the offices of the Dock Co. to learn whether or no the rumour was correct, and if so, the extent of the outbreak. They were soon set at ease, however, on learning from the authorities that the report was false, and that the unusual amount of steam about the dock premises was occasioned by the fact that casting operations had been in progress during the morning and instead of the steam being allowed to escape in the ordinary manner it was exhausted direct into the open air.

TIENTSIN.

(From Our Own Correspondent.)

June 12th.
Peking has been having all the excitement lately. Chen Pi has already reached the capital with the Iron Tablet it is said, and has presumably risked the incapability of fire and water taken the talisman by train after all, as he has not had time to get it there by road. We shall now hear of elaborate sacrifices and services, but what will happen if it fails one hardly likes to think. In several districts in Chihli the killing of animals and catching of fish is already prohibited on account of the drought, and prices for all kinds of produce are steadily rising.

On Thursday last in the afternoon the Board of Revenue was burnt out, causing widespread consternation, and it was at one time feared that not only the Board of Ceremonies but the fine building of the General Hospital would also be involved in the conflagration. The fire originated in the kitchen of the Hoonan Department, and in spite of the valiant efforts of the international forces, all of whom lent a hand, the building was entirely destroyed. There was said to be between three and five million taels' worth of silver in the vaults, though it is questionable if anyone knows the exact amount, and the foreign troops fixed their attention on guarding this treasure, and British, French, Japanese and Russian guards were in attendance. As the fire occurred in the early evening, when the members of the Board were all in attendance, all the officials as well as the watchmen, gatekeepers and coolies have been handed over in a body to the Board of Punishments, and the matter is being severely investigated. Some wretched understrapper will probably lose his head and some minor officials be degraded for the occurrence. About 300 buildings are said to have been destroyed. Being so close to the Hospital and Legations the officials issued prompt instructions to the soldiers to guard all foreign buildings from pillage by the mobs, though the foreign guards could doubtless look after that themselves.

Another startling event has been the failure of the Heng We Bank which suspended payment on the 9th inst. It is one of the banks started by four relatives and known as the Four Heng Banks. They started business rather more than half a century ago, as gold merchants, and gradually worked in a loan and deposit business. The other three banks, all of which are being strictly guarded by Chinese soldiers, successfully sustained the run which naturally resulted in the Heng We doors being closed, and they may survive the ordeal. But the state of finances in the North generally is such that no one institution can go under without more or less involving others, and their respite may be only temporary. The extent of the bank's liabilities and immediate causes of its collapse have not yet been ascertained, but as the Board of Revenue Seals are on the doors and the Imperial Household Department was known to have deposits there, one may hazard a guess that Imperial expenditure, which has been on such a very lavish scale of late may have aggravated an already critical position. It is stated confidently enough in some quarters that whatever the liabilities, the assets will assuredly cover them; but those who have had experience in dealing with the book debts of native insolvents know what they are worth as realizable assets when a crisis comes. I hear to-day that the Board of Revenue has lent the bank Tls. 100,000 and it has started again, but the authority does not lead me to feel any confidence in the report.

An authority of another kind assures me that one certain official is a great deal more responsible for the state of affairs in Tientsin City than the Viceroy is, and by all accounts Yuan Shi Kai is having rather a rough time of it. He has surrounded himself with men as unscrupulous as they are sharp, and one especially has obtained an ascendancy which cannot now be very well checked. This man is concerned, it is stated, in the excessive like charges which are crippling local trade in all directions, and it is said as long as he is here things will never be better. For the present export merchants are doing fairly well and they do not realize to the full the true state of affairs. Later on exports will fail, as the produce merchants prefer to be paid in import cargo very often, and no import purchases of any extent are being made, as there is no money with which to buy.

Yesterday the long-talked-of presentation of medals with clasps "For Merit of Peking" to the Tientsin Volunteers who served in 1900 was made, unfortunately in a terrific dust cyclone. However, it was done in proper form by the Consul-General who did his best to say the right things, and, in a satisfactory way, know that the corps possess this substantial recognition by the Government of their valuable services.

THE Beer to drink in the tropics is the Beer
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The American squadron has arrived and Admiral Evans went up to Peking yesterday. Let us hope that some sort of demonstration is now going to be made in regard to that firm front which is said to be the only thing needed to make Russia quit Manchuria. It will have to be a very firm front however, and it is to be feared on a demonstration being made Russia will retire temporarily a certain distance; the allies will bow and declare themselves moral victors, the squadrons will disperse, the Manchurian "incident" will end and—Russia will come back. *Tout cela!*

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BRITISHERS IN CANTON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
SIR,—During my residence in a house boat on the 5th March I was robbed of a trunk containing goods to the value of about \$400, and although I reported the matter to the British Consul-General the same day I could obtain no redress. The men, who were supposed to be engaged upon police duty, were patrolling the river and blowing horns, and seeing my house boat creep in and made off with the booty. Their noise attracted my attention, and as they shoved off I sprang up and could have shot several of them down, but knowing that their account of the occurrence would be believed in preference to that of a foreigner I refrained from pulling the trigger of the revolver in my hand. Another British subject would have experienced the same sort of thing three or four nights ago had he not seen the men approach, and with a "bull-bug" pointing at them, scared them away. There can be no doubt that the reason these men rob Britishers and not other foreign subjects is that their Consuls see that they are well compensated for any loss sustained and the culprits well punished for their crimes. —Yours truly,

A SUFFERER.

Canton, June 23rd 1903.

FRANCE AND KWANGSI.

FRENCH "DISINTERESTEDNESS."

An Indo-China newspaper, referring to the famine in Kwangsi, has these remarks:—"As regards Kwangsi and the three adjoining provinces, we should like to say to the whole foreign press what we have already stated several times in the columns of this journal. France is perhaps the only Power that offers the 'open door' to all,—(what ho!)—and cherishes no territorial ambition whatever!"—(we shall whisper a word about the Upper Nile!) She aspires to no personal advantages. Perhaps she has been wrong in this respect, but this course of conduct is entirely in keeping with the general note of the French character,—so different from that of our good friends [the English].—(But this reads as though France were the only Free Trade nation, and Britain a pronounced protectionist power: as though Saigon were the "free port," and it was Singapore that imposed the Indo-China customs tariff.) The article continues:—"We require no further proof (of our disinterestedness) than the recent decision of the Governor General in coming to the help of the population of Kwangsi, this too to the detriment of the Budget of Indo-China, which is hardly in a position to do anybody a favour, at the present time."

Rice has been allowed to be despatched to the frontier without letting the Chinese in charge of it pay any railway dues, and in this case no export duties have been levied. France, guided by a pure sentiment of humanity, follows, in this incident, her traditional policy.

We should like to see our friends the English as disinterested as ourselves, and to find them making an outburst of generosity in order to rush to the rescue of these unfortunate people. They would thus co-operate in the re-establishment of tranquillity and order. And we should be the first to applaud them."

[Perhaps we may be allowed to hint that no nation in the whole world has, year after year, subscribed for foreign disaster and distress anything like the sums put together by British sympathy. (There was once a siege of Paris!) But we gladly admit that all this is as nothing compared with the remission of railway charges and of export duties in the case mentioned.]

THE PLAGUE.

During the twenty-four hours ended at noon to-day 12 further cases of bubonic plague, making, according to the official return, 1,264 since January 21st, were reported. They were all Chinese and ten were fatal. Six of the cases were reported, "found" in various districts of the Colony and one on a buoy near the Canton wharf.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lalsang*) 29th inst.
French (*Polynesien*) 29th inst.
American (*Coptic*) 30th inst.
Canadian (*Tartar*) 1st prox.
Canadian (*Empress of Japan*) 6th prox.

The P. & O. S. N. Co.'s s.s. *Atsagon* left Singapore for this port on 22nd inst., at 5 p.m.
The T. K. K. s.s. *Rosita Maru* left Manila yesterday afternoon, and is expected here to-morrow, at 1 p.m.

The N. Y. K. s.s. *Idzumi Maru* (Bombay Line) left Kobe 21st. Moji for this port on 23rd inst., and is expected to arrive here on 1st prox.

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TELEGRAMS.

(Reuters.)

Great Britain and France.

LONDON, 22nd June.
President Loubet has also telegraphed to the King expressing his sympathies with the families of the victims of the Woolwich explosion.

Serbia.

Several officers who were conspicuous in the Belgrade assassinations have been promoted.

LATER.

The Situation in Somaliland.

General Manning and Col. Cobbe with 1,200 men are making their way to Bobole and are approaching Damot, the garrison of which is unable to move owing to the proximity and strength of the Mullah; an engagement is expected.

General Egerton from India has been appointed to the command in Somaliland; the appointment, which is universally approved, indicates much more elaborate operations.

(N. C. P. News.)

The Pacific Settlement.

Kobe, 18th June.

The agreement between Russia and Japan reported in my telegram of yesterday is probably fictitious. Weightier papers ignore or discredit it.

The Somaliland Campaign.

LONDON, 10th June.

A dispatch from Reuters' correspondent at the Abyssinian camp at Jigjiga, dated the 12th inst., says that Ras Makonnen, the Abyssinian General, and the British Consul at Harar are endeavouring to effect an exchange of three English prisoners now in the hands of Mullah, two of whom were wounded in the fight at Gambura.

THE "RIO DE JANEIRO" WRECK, AND

THE LATE CONSUL-GENERAL WILDMAN.

The unfortunate sinking of the *Rio de Janeiro* while attempting to enter San Francisco harbor on February 22, 1902, in which many others Mr. Rounsaville Wildman at that time Consul-General of the United States at Hongkong, lost his life, is recalled to the notice of Army officials in a letter addressed to General Alfred E. Bates, Paymaster-General of the United States Army, copies of which have been sent to such of the Army paymasters as were in service in the Philippine Islands or in China from the 1st day of January, 1900, to the 1st day of February, 1901. The letter is from Messrs. Ralston & Siddons, Washington, D. C., attorneys, who are acting for Mr. William F. Aldrich, executor of Mr. Wildman's estate, and who during his term of office as Consul General acted as his clerk, and its purpose is to ascertain what has become of several thousands of dollars worth of cheques which were supposed to have been cashed by Mr. Wildman, and which went down with him on the *Rio de Janeiro*. Messrs. Ralston & Siddons state in their letter to the Paymaster-General that "these cheques were usually issued to officers and discharged soldiers of the United States Army in payment of their salaries and frequently when the officers were in Hongkong, either on leave of absence or returning home. Mr. Wildman cashed these cheques. For some months prior to his starting the United States Mr. Wildman contemplated returning and instead of transferring his money to San Francisco by buying a bill of exchange, from a bank in Hongkong, he used to cash the cheques and keep them in his safe with a view to depositing them to his credit on returning home. When he started Mr. Wildman put these cheques amounting, it is believed, to several thousand dollars, together with whatever valuables he was bringing with him to the United States, in a tin box which was packed in the presence of his clerk, and turned the tin box over to the purser of the steamship on which he took passage.

"Mr. Wildman's executor has written us, asking that we make an attempt to recover the amounts of the cheques which Mr. Wildman cashed in this manner. In order to do this we understand that it will be necessary to make proof of what cheques Mr. Wildman cashed and their amounts, and upon presenting this proof to the War Department that we will, by giving an indemnifying bond, be able to obtain the money which these cheques represent."

The attorneys then explain that in order to ascertain the amounts of the cheques cashed by Mr. Wildman it will be necessary to correspond with those who had dealings with him in this way. Of the five United States Army paymasters of the Department of California at present on duty in San Francisco, only two were on duty in the Philippine Islands or China between January 1, 1900, and February 1, 1901. These are Captains W. B. Schofield and C. E. Stanton. As the transactions referred to took place more than two years ago the attorneys assume that by this time the number of outstanding cheques cannot be large, and that it should not, therefore, be difficult to obtain the information desired. Of the cheques issued by Paymasters Schofield and Stanton during that period, however, only seven remain outstanding, amounting in all to about \$30, and it is not known whether or not these cheques were ever in the possession of Consul-General Wildman. What has become of the money represented by the cheques that were supposed to have been in the lost cash box, and what disposition was made of the missing cheques, if there were any, is still a matter of mystery, says an exchange, and is likely to remain a more matter of conjecture indefinitely.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

MINING IN SIAM.

A new mining district is attracting some attention locally. Rubies have been found at a place called Klong Aeng, in the Amphur district of Si-Buathong, Muang Kray, in the Moithon of Chantaburi. Some 40 or 50 persons were recently digging and washing for precious stones there, and evidently making a living at it at least. A formal notification has accordingly been issued bringing the district under the Mining Act, of the year 120, and from the 1st of August next every miner will require to have a permit, for which he will pay 5 ticals a year.—*Bangkok Times*.

THE AUTOMOBILE JUGGERNAUT.

A GHASTLY RECORD.

A Paris telegram of 24th May furnishes further particulars of the occurrences of the Paris to Madrid automobile race. The most terrible accident occurred near Bonneval, ten miles from Chartres, where machine 743, driven by M. Porter, was overturned at a railroad crossing and took fire. The chauffeur was caught under the automobile and burned to death, while two soldiers and a child were killed. A chauffeur was badly injured by an accident to his motor car near Angoulême. A woman crossing the road in the neighbourhood of Ables was run over by one of the motor cars and killed. A dispatch received from Bordeaux announced that Lorraine Barrows, a very well-known automobilist, had met with a shocking accident near Libourne, seventeen miles from Bordeaux, at 1.45 o'clock this afternoon. It appears that Barrows had tried to avoid a dog which was crossing the track, and his monstrous car, No. 5 in the race, struck a tree with terrific force. His chauffeur was killed outright. Barrows himself was picked up unconscious, but still breathing, and was taken to a hospital, where his condition was declared to be critical. His car was dashed to pieces.

Shortly afterwards news came that Marcel Renault, winner of the Paris-Vienna race last year, was overturned in a deep ditch beside the road near Coppet, twenty-one miles from Poitiers, and that he was dangerously injured. The Automobile Club of Bordeaux received a dispatch at 4 o'clock saying Renault was unconscious, and it was feared, dying. Louis Renault, Marcel's brother, was deeply affected by the news and at once started back to his brother's assistance. Orders were given to his brother to take Renault cars from the race.

Mr. Stead and his chauffeur, who were first reported to have been killed, are still alive. It seems that their automobile collided with another car with which Stead had been racing for several kilometers, wheel to wheel, and was completely overturned in a ditch near Montigny. Stead was caught under the machine, while his chauffeur was hurled a distance of thirty feet, and had his head and body badly cut. Stead was conscious when he was picked up, but complained of suffering great pain. He was conveyed to the nearest farm.

Many lesser breakdowns and casualties are reported. An early report that one of the two brothers Farman had been injured is unconfirmed.

Versailles passed a night of wild excitement. It is estimated that a hundred thousand persons crowded into the little town to witness the start of the race. Soldiers with fixed bayonets lined the track for some distance from Versailles. A bomb was exploded at 3.35 a.m. as a signal to get ready, and immediately Charles Jarro's car drove into place. Another bomb was fired at 3.45 o'clock for the start, and then the enormous machine shot forward amid the shouts of the thousands of spectators. The other cars followed in quick succession. Mme. de Cast, the sole female competitor in last year's Paris-Berlin race, was again the only woman to participate in the present contest. Her machine was decked with flowers and her departure was the signal for a great ovation. She made a splendid run, passing five of her competitors before reaching Chartres. The crowd around W. K. Vanderbilt, Jr.'s machine prevented him from reaching the starting line in time, and was further delayed by a controversy with the judges, finally starting two minutes late.

The reports along the route soon showed that Louis Renault was making a great race, and before Chartres was reached he had overtaken and passed Charles Jarro and M. Renée de Kyff and gained a lead which he never lost. Dispatches from Vendôme, Tours, and Poitiers, told of his passing through ahead and Bordeaux sent the announcement of his arrival first at 12.14.45. He had beaten Henri Fournier's record of 8h 44min. Charles Jarro finished second at 12.30 o'clock, having covered the course in 8h. 44 min. M. Gabriel arrived third at 1.08, his time being 8h. 7 min. The other contestants who made fast time were J. Salleron, 8h. 40 min.; Baron de Crawher, 8h. 53 min.; J. B. Warden, 8h. 50 min.; and M. Voigt, 8h. 55 min. It is stated that Louis Renault's automobile attained at Meudon, between Chartres and Vendôme, a maximum speed of 88 1/2 miles per hour.

The result of the first stage of the race appears to be a draw between the merit of light and heavy vehicles. Louis Renault drove a light machine, weighing 650 pounds and of 30 horse-power, while Gabriel drove a heavy machine of 70 horse-power and weighing 1,000 pounds. The time and position of the winners of the first stage, deducting the time allowance for slowing down inside the cities, are as follows: Gabriel, 5 hours 13 minutes; Louis Renault, 5 hours 32 minutes; Salleron 5 hours 40 minutes; Jarro, 5 hours 51 minutes; Warden, 5 hours 55 minutes; Baron de Crawher, 6 hours 1 minute; Voigt, 6 hours 20 minutes; Baras, 6 hours 12 minutes; Rougier,

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6 hours to minutes, and Moutier, 6 hours 17 minutes.

The illuminations which were fixed to take place at Bordeaux in honour of the automobile race were countermanded as a sign of mourning for the persons killed during the contest.

Most of the London papers 25th May commented with satisfaction on the Paris-Madrid automobile race. They dilated on the dangers of racing but offered no suggestions as to the prohibition or regulation of such racing in general, or the James Gordon Bennett cup race which is to be held in Ireland, in particular.

SOME TRAITS OF JAPANESE.

To one who comes out of India and China, Japan is a paradise. To one who has experienced for four months all the fell evils of an Indian fever, Japan's atmosphere is the very breath of life. To one who has learned to know the dirt and filth of India, its monotony, its dishonesty, its lack of enterprise, the cleanliness of Japan, its eager advance in the ways of civilization, its politeness, its carefulness, its industry, are revelations of delight. The people are good-natured, hard-working, and they take things as they come with a winning smile. They have worked wonders since the revolution of 1868 put the Mikado upon the throne and in supreme power. They have shown a marvellous selective faculty as to what they should do themselves and what they should get white men to do for them. For instance, they are building in their own dockyards the smaller ships of their navy, but they have not yet attempted to build for themselves a cruiser or a battleship. They have an infinite faculty for imitation, but very little, if any, inventive or creative genius.

A week before the naval review at Kobe, which began on April 1st, the railway at Tokio or Yokohama refused to sell any more tickets, as all places in the railway carriages had already been booked. When resistance was made, and the suggestion proffered that more carriages should be put on, or extra trains run, the railway officials gasped. No such condition had ever arisen before and they did not know how to solve the problem. It was not that they were bound by precedent or custom. It was simply that they did not know to act under the strange condition. They began their upward road to civilization by taking France for their model. Frenchmen built their first railway. To-day the only things of France that survive are the uniforms of the police and army and the constitution. It is no secret that the latter will have to be materially changed and in all things else the United States seems to be in the ascendant. From the land of the stars and stripes the Japs get his engines, his machinery, his tobacco, trolley cars and his civil and mechanical engineers.

When one considers the vast stride intelligently and deliberately taken by Japan during the last thirty-five years, you cannot but have the greatest respect and admiration for the people. There is no similar instance in history. It is a romance of a great nation. And looked at from this point of view there is nothing so absorbingly interesting in the world to-day. The bronze and lacquer work are real and great art, judged by whatever standard you wish. But when these things have been said, I conceive that the tale of legitimate praise is ended both for the country and the people, and it is time to turn to the other side of the shield.

Every one has heard of the dishonesty of the Japanese. Personally, I have received the best of fair dealing from shopkeepers and innkeepers. But I have asked men, Englishmen and Americans, who have been in business in Japan all the way from thirty to seven years, and the verdict is unanimous. The largest percentage of honesty among Japanese merchants, manufacturer and business men that any one has ventured to 10 per cent. My informants say that the higher political officers are honest and spotless but all the lower ones are open to bribes. Such statements, based, of course, upon opinion and not upon statistics, may be very misleading and usually are so. But when there is such a consensus of opinion among white men one must accept it as substantially true until he is able to get better evidence.

So much has been written about the extraordinary and extravagant beauties of the scenery that it seems like a voice crying in the wilderness to try to write of it in other terms. The inland sea is pretty, nothing more. I should say that the coast of Marine, almost anywhere, could give it a liberal discount, and I am sure that neither Eggemoggin Reach nor Fox Island throughout fare ought to be mentioned in the same month with it, so vastly do they surpass it. The mountain districts of Miyano-hira and Hakone, whence one views Fuji-san right, are attractive, with a mild and inoffensive ruggedness that does not approach to grandeur. Fuji-san itself is well worthy of worship. In all its beauty and peacefulness it raises its snow-capped head from the sea level with the proud grace of a noble woman. It is as fortunate in its situation as in its contour. But even it has not the inspiration of grandeur, beautiful though it is. Kipling has said that one who knows and understands Fuji-san will know and understand Japan. That, of course, is not true. But I think that it is true to say that one who does not see how the Japanese have come to hold their mountain sacred will never have admiration for or sympathy with them. Again at Nikko the traveller is disappointed. The famed temples, there are outside by those at Tokio, about which little has been written. But no praise can be too great for the wonderful scenery round about Nikko and Lake Chuzenji. Yokohama's correspondent Mr. Boston Truett writes:

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THE STRANDING OF THE S.S. "PEMBROKESHIRE."

NAVAL COURT OF INQUIRY.

A naval court of inquiry convened by the Commander of H.M.S. *Algerine*, at the request of Captain E. J. Little, of the British str. *Pembroke*, was held last Friday morning at H.B.M.'s Consulate General, Shanghai, before Mr. J. L. Tours, H.B.M.'s Vice-Consul, Lieut. Douglas, R.N., and Captain Gibbs, to investigate into the circumstances which attended the stranding of the said steamer on the Saddle Island during the night of the 12th May.

Ernest James Little sworn stated that he was the master of the *Pembroke*, and had been so for the past six months. He produced his certificate. He remembered leaving Shanghai on the 12th May at 12.35 p.m. The steamer was in charge of a pilot. He crossed the Woosung bar at 1.20 and stopped off Fairway buoy and discharged the pilot at 5.40. The weather was then hazy with fresh easterly breezes. At 5.50 he proceeded at full speed and set course S. 85 E. At 6.10 he exchanged signals with the P. & O. str. *Valletta*. At 7.30 he altered course to East log 18 miles. At 8 p.m. fresh easterly breezes and clear weather. At 9.18 altered course to South 32 East, log 34 miles. At 2 minutes past 11 as he was coming from the bridge going to the chart room, the third officer said that he had seen something ahead. He immediately went back to the bridge and saw what he first thought was a boat. He put his helm hard starboard. He immediately afterwards saw that it was land enveloped in fog. He went full speed astern. The ship struck at 11.03. He immediately stopped the engine sounded the bell and swung out to the left. He found that the ship was making water fast in the forepeak No. 1 hold. The course he was steering should take him eleven miles from North Saddle Island, allowing for the set of the current. He ought to have passed at least seven miles off. He attributed the disaster or accident to an abnormal current setting in from the South-west. Had there been a continuous fog signal instead of a respondent signal in the North Saddle Island, the accident would probably have been averted; although the weather was hazy, there was a visibility of 5 or 6 miles. The only fog was over the Island and the light was not seen until some time after the ship was ashore.

Three or four miles from the Fairway buoy he exchanged signals with the *Valletta*. He steamed round the *Valletta* to give her an opportunity to read her signals. In steaming round the *Valletta* he did not change his course. He was on the bridge with the third officer at the time of the accident. He had made five voyages to Shanghai. He had heard of the strong current at this particular point and in getting his course he made allowance for it. The setting of the course in the chart was made by him. He allowed seven hours for steaming round the *Valletta*. He expected to be in the Saddle Island at 5 minutes to 9 p.m. He reckoned the current at 10 knots. The admiral's direction gave no information as to the set of the current between Hamersley rock and the Saddles.

The Court then adjourned till the afternoon. On resuming Captain Little continued his evidence as follows:—I swung her and got bearings on Sir Wm. Thompson's compass, I swung her about S. E. by E. the sun then disappeared and I could get no further bearings. I allowed no deviation.

I have no doubt at all about the first course being safe. Did not see Saddle light and expected that there was haze about, have it in my log book that there was haze about, but knew that I could see objects or lights a distance of 5 or 6 miles, at 9.18 altered the course but could see no lights except some fishing boats.

The current was setting nearly west when the course was altered at 9.18 p.m. but I expected that the current had slackened considerably, as I did not see North Saddle light at 9 p.m. knowing that I must see a light for at least 5 miles. I expected that I had not so much set of the current to the Southward as I expected, I knew that I must be at least 7 miles out.

I did not use my whistle as I could see the land long before they could hear my whistle, no gun was fired, not seeing the light I knew that I was further out than I expected. Saddle Island was 5 1/2, but continued on course until 9.18 in order to give every possible allowance for the set of the current to the westward. I allowed about 2 1/2 knots.

A. Gately sworn stated that he was a licensed pilot and on the 12th of May had charge of the str. *Valletta* bringing her to Shanghai, he had come from Hongkong in the vessel, when the *Pembroke* passed the *Valletta* was at anchor on account of thick weather. When the vessel got close to him, he recognised the vessel as the *Pembroke*, was unable to pick up the bell buoy or the light ship and so anchored. At about 10 p.m. it cleared up and he got under weigh and proceeded to Shanghai but the weather got thick again so he had to anchor again. At about 10 p.m. saw the light ship and Showesha light about 12 miles distant, was about midway between the Light and light-ship, got under weigh again about 11 p.m. the tide was W.N.W. and running about 3 knots. Strong easterly wind; the heavy rains had made the tides stronger than usual. The night tides are stronger and higher than the day tides, this is not generally known, there was 5 or 6 other vessels at anchor; all of them were inward bound.

The *Agamemnon* had passed out a little before and I told the officer on watch to take some bearings, saw the *Pembroke*, and signalled to her for the bearings of the bell buoy, she answered the signals and steamed around me and gave us the bearings. The Fairway bell buoy was bearing about West 4 miles.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

It is sometimes very foggy about here but clear outside. Sometimes could see the bottom of the Island but could not see the light house. Had been a pilot for 20 years—had no knowledge of ships lost on the Saddles but knew of plenty that had been lost on the Barrens. The str. *Picchiola* went ashore at the Fisherman's rock the same night as the *Pembroke*.

He said that a gun ought to be fired every quarter of an hour during thick weather. At present the gun was only fired in answer to a steamer whistle.

The N. Saddles in not so important now since lights have been placed on Steep Is. and Bonham.

The fog was not thick all the time. Could see 3 or 4 miles and sometimes heard steamers during the day. There was more flood than ebb tide and with strong easterly wind the tide would set about W. S.W. When the *Pembroke* passed could see quite 3 miles. Vessel was making a big splash with her propellers, and was making about the same course as the *Agamemnon*.

Wm. Duncan Henry, sworn, stated that he was the chief officer of the *Pembroke* and when the ship stranded he was asleep at the time having left the bridge at 8 o'clock. When the vessel passed the buoy he did not notice anything worth reporting to the Captain, did not notice anything about the set of the current.

The course was well steered and regular by the quartermaster on watch, had no occasion to interfere with the quartermaster, did not notice the patent log. Asked what the weather was like when he left the bridge, he stated that it was practically clear. After coming on deck after the vessel stranded saw a haze over the land and could not see the light. Knew they were on the Saddles as the Captain told him so, could see away from the land about 2 1/2 miles.

Noticed the weather the evening of the 14th, the land was enveloped in fog while the horizon was quite clear at sunset.

Wm. Augustus Marasak, sworn, stated that he was chief engineer of the *Pembroke*, had been in the ship about 4 months. Had nothing to do with the vessel's course. Engines were in good condition, was in the engine room when the ship stranded, 4th engineer was on watch when the vessel struck. Received orders to stop, go astern, and stop; after leaving the buoy the propeller making about 63 revolutions which would send the vessel about 10 1/2 knots an hour. After leaving the buoy set the engine to 68 but did not get the speed for about 10 minutes. The screw was a right handed one. Knew the ship was making full speed, going against the current the ship would go slower. Was in the engine room at 11 o'clock as he never goes to bed in the first watch.

At this stage the Court adjourned.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan & Co.'s report, published on 17th June:—

The business of the week has been in Farnham Boyds and Langkats and several large lines have been negotiated. Indos were not in any great demand until yesterday, when a sharp recovery in tone occurred. In other stocks there has not been much done. London sight is quoted 2/4 3/16. Consols 29 1/16. For 3 days from Hongkong 72 is still quoted.

Shipping.—Cash transactions in Indo-China resulted in Tls. 75, 74 being paid. For the settlement shares were let go at Tls. 76, 75 and yesterday a big deal took place on the basis of Tls. 74 to Tls. 75. For July Tls. 77, 74 1/2, 75 are quoted. August sales have been published at Tls. 75. For the approaching settlement the market is strong and rising. This afternoon shares have been sold at Tls. 76 1/2 and Tls. 77.

Docks.—Farnham Boyds have been dropping in price all the week from Tls. 87 1/2 to Tls. 180 for cash. To-day a slightly better feeling exists and Tls. 181, 182 1/2 has been paid. For the month's account similar prices have ruled the market. July shares have changed hands from Tls. 190 to Tls. 183 1/2 and to-day a sale at Tls. 185 is reported. October sales have been posted at Tls. 197 and Tls. 197 1/2.

Cottons are unrequited for.

Sugars are quiet.

Mining.—Raubs are wanted at \$9. Chinese Engineering and Mining shares have been neglected. Oriental Gold Mines have been sold at \$6, and are obtainable at cheaper rates.

Tobacco.—Sales of Sumatra Tobacco shares have been published at \$34. A telegram received from Amsterdam reports 575 bales sold at 1.11 glds. In Langkats there has been a steady move upwards and sales have been announced for cash and settlement at Tls. 292 1/2 to Tls. 300 cum the dividend of Tls. 10 paid on 15th and at Tls. 290, 300 ex div. Shares are obtainable. July sales have been made at Tls. 305, 300, Tls. 297 1/2, 300 cum and at Tls. 300, 305 ex div. For September rates have fluctuated between Tls. 315, 317 1/2, Tls. 320, 317 1/2, 310 cum and to-day Tls. 310 ex div. has been done. October speculations have resulted in transactions being made at Tls. 317 1/2, 324, Tls. 325, 320, Tls. 320, 317 1/2 cum and at Tls. 315 ex div. At these prices there are sellers. The telegraphic returns from the estates give the output of oil at 67,000 galls. Crude petroleum in tanks 180,000 galls. Kerosene made, 60,000 cases, shipped 100,000 and in stock 37,000 cases.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	1/8 1/16
" Bank Bills, on demand	1/8 1/16
" Credits, 4 months' sight	1/8 7/16
" D'ments 4 months' sight	1/8 9/16
ON BERLIN, (demand)	M. 1/71
ON PARIS, Bank Bills, on demand	2.10 1/2
" Credits, 4 months' sight	2.14
ON NEW YORK, Bank Bills, on demand	40 1/2
" Credits, 30 days' sight	41 1/2
ON BOMBAY, Telegraphic Transfer	125 1/2
" On demand	125 1/2
ON HANGHAI, Telegraphic Transfer	71 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	8 1/2
Sovereigns, Bank's Buying Rate	\$11.93
Gold Leaf 100 touch, per tael	61.75
Bar Silver	24 5/16

OPIMUM QUOTATIONS.	
To-day's quotations are as follows:—	
MALWA NEW	Per chest
" LAST YEAR	No sales
" OLDEST	1,010/1,050
PATNA NEW	1,080/1,130
" OLD	1,050
BENARES NEW	1,055
" OLD	1,057 1/2
PERSIAN (PAPER)	700/750

To-day's Advertisements.

FROZEN FOOD AND FRUITS.
DEPOT NO. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s S.S. "TAIYUAN" including MUTTON, LAMB, PORK, SUGAR, PIGS, RABBIT, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, CHEESE, BACON, HAM and CHOICE TINNED FRUITS.
Pass Books will be supplied to, and credit accounts kept with, well-known residents.
Price Lists on application.

LAU KUE TONG,
Manager,
The Hongkong Frozen Food Supply,
Hongkong, 24th June, 1903. [7476]

NOTICE.

DURING MR. K. OLDORP'S TEMPORARY ABSENCE FROM HONGKONG, Mr. C. BEHN has been appointed MANAGER. Mr. F. H. KIRCHHOFF has been authorized to sign per Procuration.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd June, 1903. [7446]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
The Company's Steamship

"ARARA"
Captain Williamson,
will be despatched on SATURDAY, the 27th instant, at Daylight, to be followed by the Steamship


"VERONA"
Captain H. N. Spiesen,
on or about WEDNESDAY, the 15th July.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 24th June, 1903. [4826]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 24th June, 1903. [7466]

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
HER H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS, and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road, Central. [6476]

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th June.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 26th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "TYDEUS" left Singapore 23rd inst., noon, and is due here 28th inst.
S.S. "STENTOR" from Glasgow and Liverpool has arrived and leaves for Shanghai to-morrow.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'ON & A'WERP.	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, L'ON & A'WERP.	"PELEUS"	On 21st July.
MARSEILLES, L'ON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'ON & A'WERP.	"DARDANUS"	On 18th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'ON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'ON & A'WERP.	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

Butterfield & Swire, Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"NINGPO"	25th June.
SHANGHAI	"SZECHUEN"	25th "
MANILA	"SUNGKIANG"	1st July.
CHEFOO and TIENSIN	"NANSHANG"	4th "
MANILA	"CHINGTU"	4th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	4th "
KOBE	"TAIYUAN"	7th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED C'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 4th July, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,107	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 27th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 28th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 1st July.
FOR ANPING	"MAIDZURU MARU"	T. Saito	FRIDAY, 3rd July.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 24th June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903. [35c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [132c]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES: 1st Class, \$1.50; 2nd, 70c; 3rd, 30c.

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 30th May, 1903. [187c]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND," Captain Hutton, will be despatched as above on or about THURSDAY, the 2nd July.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th July, 1901. [689c]

HONGKONG-MACAO LINE.

THE S.S. "WING CHAI," Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M. SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 22nd June, 1903. [1697c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M. SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 22nd June, 1903. [1697c]

NOTICE.

HONGKONG-MACAO LINE.

THE S.S. "WING CHAI" WILL NOT RUN FOR THE NEXT FEW DAYS.

SAM WANG & CO., LD., Hongkong, 22nd June, 1903. [714c]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG," of the HAMBURG-AMERIKA LINE, Captain E. Burmeister, due here with the outward German Mail about WEDNESDAY, P.M., the 24th instant, will leave for the above Places about 12.24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 20th June, 1903. [633c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 1st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June 1903. [688c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	THURSDAY, 25th June at 11 A.M.
ROSETTA MARU	N. Tate	3,876	WEDNESDAY, 1st July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager. [171c]

HONGKONG, 19th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above TO-MORROW, the 25th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd June, 1903. [732c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE," Captain Duchateau, will be despatched for the above Ports, on or about MONDAY, the 29th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd June, 1903. [1004c]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

Calling at GEMSAH.

THE Steamship

"SAVOIA," Captain Deinat, will be despatched for the above Ports, on MONDAY, the 6th July, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 23rd June, 1903. [742c]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK," Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 1st June, 1903. [971c]

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

K. NAKASHIMA, Manager. [171c]

HONGKONG, 19th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE American Steamship

"LEGAZPI," Captain D. Yribar, will be despatched for the above Port on FRIDAY, the 26th instant, at 12 o'clock Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this steamer, which is fitted throughout with Electric Light. Saloon Amidships. Perfect Cuisine. Surgeon carried.

For Freight or Passage, apply to BARRETT & CO., Agents.

Hongkong, 23rd June, 1903. [738c]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"ARAGONIA," Captain Fort, will be despatched for the above Ports on SUNDAY, the 28th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 23rd June, 1903. [741c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"MACDUFF" 15th July.

"SAINT BEDE" 25th July.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th June, 1903. [1102c]

SAVARESSE'S
SANDAL
CAPSULES

Made of Odorous, most efficacious, because absolutely pure Eucalypti Oil.

Full directions. All Chemists.

Inlet on Savarasse's.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Port to 6 up installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903. [79c]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Bichat, Roux, Joffe, Yelpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short-acting, efficient, and powerful remedy for the treatment of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the teeth and ruin of health. Its preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 2 is a powerful remedy for the treatment of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the teeth and ruin of health. Its preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a powerful remedy for the treatment of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the teeth and ruin of health. Its preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 4/6. 1 ordering, state which of the three numbers is required and observe above Trade Mark, which is a facsimile of the word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144d]

THE HONGKONG TELEGRAPH.

Shipping.

Arrivals.
Roon, Ger. s.s., 4,960, Meiners, 23rd June.—Yokohama and Fouchow 23rd June, Mails and Gen.—M. & Co.
Yikang, Br. s.s., 1,236, Bowker, 23rd June.—Shanghai 19th June, and Swatow 22nd, Gen.—J. M. & Co.
Chowai, Ger. s.s., 1,115, Texter, 23rd June.—Bangkok 15th June, and Swatow 22nd, Rice.—B. & S.
Kish, Br. s.s., 3,147, Robertson, 23rd June.—New York via Singapore and Manila 20th June, Gen.—S. T. & Co.
Boieldien, Fr. bq., 1,042, Harong, 24th June.—New York 15th Dec, Kerosine.—S. O. Co.
Woosung, Br. s.s., 1,109, Dawson, 24th June.—Shanghai 20th June, and Swatow 23rd, Gen.—B. & S.
Stentor, Br. s.s., 4,410, Jackson, 24th June.—Liverpool 16th May, and Singapore 18th June, Gen.—B. & S.
Choyang, Br. s.s., 1,474, Lambie, 24th June.—Canton 23rd June, Gen.—J. M. & Co.
Kwangtsh, Ch. s.s., 1,536, Lunt, 24th June.—Canton 23rd June, Gen.—C. M. S. N. Co.
Hongkong, Fr. s.s., 742, Suzoni, 24th June.—Haiphong and Hoihow 23rd June, Rice and Pigs.—A. R. M.

Clearances at the Harbour Office.

Ulab and, for Moji.
Le Rhone, for Canton.
Szechuan, for Shanghai.
Chikung, for Macao.
Woosung, for Canton.
Hongkong, for Amoy.
Choyang, for Swatow.
Yikang, for Canton.
Chowai, for Swatow.
Wo Ping, for Wuchow.
Alice, for Columbia.
Omaga, for Nagasaki.
Nippon Maru, for Shanghai.
Empress of India, for Shanghai.
Olympia, for Amoy.

Departures.

June 23.
Hangsung, for Shanghai.
Glenarney, for Shanghai.
June 24.
Empress of India, for Vancouver.
Nippon Maru, for San Francisco.
Olympia, for Tacoma.
Nippon Maru, for Moji.
Antenor, for Singapore.
Brankille, for Japanchap.
Hokko, for Hoihow.
Chowai, for Bangkok.
Kungai, for Shanghai.
Yikang, for Canton.
Chikung, for Saigon.
Ellis Nissak, for Shanghai.
Hong, for Ban Kok.
Stentor, for Port Arthur.
Glenarney, for Singapore.
Choyang, for Shanghai.
Woosung, for Canton.

Passengers arrived.

Per Stentor, from Singapore—550 Chinese.
Per Woosung, from Shanghai, &c.—Mr. Massey.
Per Yikang, from Shanghai, &c.—Mr. Rich, 2 assistants and 1 D.B.S., and 41 Chinese.
Per Roon, from Hongkong to Yokohama—Mr. E. Wilson, from Kobe—Rev. and Mrs. Ha dy, from Shanghai—Messrs A. B. Sorenson, H. P. Wilkinson, C. Clement, C. Schriener, Miss Ethel Rowe, Messrs E. Ghisi, Mandel, I. Capt. C. W. Mead and servant, Messrs B. E. Morgan, M. H. Simpson, Mrs. Schriener, Mrs. F. da Silva, Mrs. da Silva, Masters Silva (2), Messrs Delf. F. Xavier, O. A. da Cruz, E. de Souza, K. F. Dzan and Thomas Barr. From Fouchow—Consul Gumprecht, Dr. Hamman, and Mr. H. Finke.
Per Hongkong, from Haiphong, &c.—Mr. and Mrs. Street and child, 16 Chinese and 3 Japs.

Passengers departed.

Per Nippon Maru, for Shanghai—Miss M. Boyd and native servant, Mrs. Hutchison, Miss Dixon, Miss J. A. Duncan, Mr. E. S. Kander, Miss Irene Christian, Messrs K. Nomura and Yeong Cheong, for Yokohama—Messrs A. R. Lewis and M. Kaneko, for Hoihow—Rev. and Mrs. W. D. Westerveld, and Mrs. J. L. Richards, for San Francisco—Mr. H. Lewellyn, Mr. and Mrs. C. M. Freed, Mr. W. J. Gick, Misses E. McCormick, L. McCormick, Messrs N. Brunswich, Geo. Villain, Mrs. A. J. Gies, Miss L. M. Hinton, Mr. T. C. Chase, Mrs. W. A. Wilson, Messrs H. K. Rees, C. H. Saunders and Yong Kok Pok.

Shipping Reports.

Sir Yikang from Shanghai—Squally weather with rain.
Sir Stentor from Liverpool—Light to moderate variable winds, squally.
Sir Hongkong from Haiphong—Moderate S.W. breeze, and very fine weather.
Sir Chowai from Bangkok—Strong S.W. monsoon in the southern part of China Sea, weather fair.

Hongkong & Whampoa Dock Returns.

Tremont, at Kowloon Dock.
Taichong, " "
Pathfinder, " "
Antonio Macleod, " "
Legaspi, " "
Chuencho, " "
Canton River, " "
San Joaquin, " "
Tosa Maru, " "
Verona, " "
Taurus, " "

Ships Passed The Canal.

Outward—8th May—Badenia. 16th May—Toskani, Duncker, Valdenau. 27th May—Benet, Lena, Vienna. 2nd June—Bacqueten Marquis, Ranco, Hortley, Japan. 5th June—Hakata Maru, Tyden, Polyastien. 9th June—Glengyle, Khalif, Samia, Adama, Sahuma, Benlauer, Mogul. 12th June—Silvia, Jason, Merionethshire, Mackoon, Indrani, Palawan, Dardani, Maniten, Waihing. 16th June—Aleria. 19th June—Awa Maru, Breizhuil, Braemar, Dined, Barton.
Homeward—30th May—Slentor. 9th June—Serbia. 16th June—Caledonien. 19th June—Yarra. 23rd June—Agamemnon, Zieten.
Arrivals at Home—2nd June—Inaba Maru. 5th June—Jawa. Deucalion, Kautschou. 9th June—Nippon, Vasco, Erzerzog, Konigsberg, Hikiaki Maru, Franz Ferdinand, Pinguey. 12th June—Gueydon, Menelus. 16th June—Freiburg. 18th June—Socotra. 19th June—Bayern. 23rd June—Wakasa Maru, Caledonien.

Vessels in Port.

STRAIT.
Airlie, Br. s.s., 1,492, George, 23rd June.—Swatow 22nd June, B. East.—G. L. & Co.
Amigo, Ger. s.s., 824, Hansen, 21st June.—Manila 18th June, Ballast.—J. & C.
Antonio Macleod, Am. s.s., Ugarita 15th June.—Hoihow 10th June, Gen.—B. & S.
Arnold Luyken, Ger. s.s., 1,095, Wberfeld, 21st June.—Saigon 17th June, Rice.—E. A. T. Co.
Aratont, Apar, Br. s.s., 2,031, Fey, 22nd June.—Calcutta via Penang and Singapore 17th June, Gen.—D. S. & Co., Ltd.
Dagmar, Nor. s.s., 381, Salvesen, 13th June.—6th June, Gen.—E. A. T. Co.
Hong Noh, Br. s.s., 2,555, Stach, 22nd June.—Penang and Singapore 17th June, Gen.—Joo Teck Seng.
Kong Beng, Ger. s.s., 862, Ziegenbein, 22nd June.—Bangkok 16th June, Rice.—B. & S.
Koun Maru, Jap. s.s., 1,783, Minamikawa, 20th June.—Moji 16th June, Gen.—Kwang Chong.
Legaspi, Am. s.s., Vribar, 15th June.—Manila 6th June, Ballast.—Order.
Loongsang, Br. s.s., 1,091, Weigall, 22nd June.—Manila 19th June, Gen.—J. M. & Co.
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 21st June.—Canton 20th June, Gen.—E. A. T. Co.
Michael Jensen, Ger. s.s., 710, Jessen, 21st June.—Haiphong 17th June, and Hoihow 20th, Gen.—J. & C.
Ninpo, Br. s.s., 1,228, Richards, 23rd June.—Canton 22nd June, Gen.—B. & S.
Onsang, Br. s.s., 1,782, Davies, 17th June.—Moji 14th June, Gen.—J. M. & Co.
Phra Chom Klan, Ger. s.s., 1,014, Reimers, 20th June.—Bangkok 14th June, and Kohsi-chang 14th, Rice.—B. & S.
Pompey, Am. s.s., 1,200, Range, 28th May.—Manila, P.I. 25th May, Ballast.—U. S. Government.
Pronto, Nor. s.s., 814, Seehager, 19th June.—Canton 18th June, Gen.—E. A. T. Co.
Rohilla Maru, Jap. s.s., 2,390, Bishop, 23rd June.—Manila 20th June, Gen.—T. K. K. San Joaquin, Am. s.s., 237, Gaudier, 26th Apr.—from Apari, Ballast.—Order.
Siberia, Am. s.s., 1,128, Smith, 21st June.—San Francisco 26th May, and Shanghai 16th June, Mails and Gen.—P. M. S. S. Co.
Taichow, Ger. s.s., 862, Schultzen, 22nd June.—Sandakan 17th June, Gen.—B. & S.
Taitai, Ger. s.s., 1,053, Menzell, 20th June.—Mauritius via Singapore 14th June, Gen.—E. A. T. Co.
Tashan, Br. s.s., 1,121, Jenkins, 17th June.—Saigon 14th June, Rice and Meal.—B. & S.
Tayuan, Br. s.s., 1,459, Dawson, 23rd June.—Australia 29th May, Gen.—B. & S.
Taurus, Nor. s.s., 1,367, Seeborg, 17th June.—Moji 10th June, Gen.—C. & Co.
Thea, Ger. s.s., 931, Ohlerich, 21st June.—Saigon 16th June, Gen.—J. & C.
Tosa Maru, Jap. s.s., 3,610, Christiansen, 16th June.—Shanghai 13th June, Gen.—N. Y. K.
Tremont, Am. s.s., 6,197, Garlick, 22nd June.—Manila 18th June, Gen.—D. & Co., Ltd.
Tritos, Ger. s.s., 1,013, Krafts, 18th June.—Saigon 14th June, Rice and Gen.—S. & Co.
Ulbrand, Nor. s.s., 1,269, Andersen, 19th June.—Moji 13th June, Coal.—C. & Co.
Verona, Ger. s.s., 3,047, Spiesen, 13th June.—Kutchin 7th June, Gen.—M. B. K.
Wurzburg, Ger. s.s., 1,083, Binzer, 22nd June.—Hamburg via Singapore 16th June, Gen.—H. A. L.
Zafiro, Br. s.s., 1,511, Rodger, 22nd June.—Manila 20th June, Gen.—S. T. & Co.

SAILING VESSELS.

Alcides, Br. ship, 2,192, Dart, 22nd June.—New York 21st Feb, Case Oil.—S. O. Co.
Alice, Ger. bq., 2,062, Reimers, 27th May.—New York 28th Dec, Oil.—S. O. Co.
Columbia, Am. sch., 774, Sprague, 27th Mar.—B. & S.
Connatble Richmond, Fr. bq., 1,732, Rault, 5th June.—New York 1st Dec, Kerosine.—S. O. Co.
Dharwar, Swed. bq., 1,270, Larsson, 11th Apr.—Fremantle 13th Dec, Sandalwood.—J. M. & Co.
Grosvenor, Br. bq., 516, Boga, 14th June.—Mauritius 16th June, Sugar.—A. & Co.
Kentmere, Br. 4-masted bq., 2,437, Burch, 27th Apr.—Shanghai 20th Apr, Ballast.—S. O. Co.
Omega, Br. bq., 480, Swenson, 18th May.—Singapore, Timber.—Order.
Pierre Anonine, Fr. bq., 1,740, Reteget, 1st Apr.—New York 3rd Oct, Oil.—Order.
Prince Albert, Norw. ship, 1,498, Hansen, 10th June.—Fremantle 29th Apr, Sandalwood.—Gilman & Co.

Steamers Expected.

Vessels	From	Agents	Due
Rosetta Maru	Manila	T. K. K.	June 25
Kawachi Maru	Shanghai	N. Y. K.	June 25
Benledi	Singapore	G. L. & Co.	June 25
Japan	Singapore	P. & O. Co.	June 26
Kinshiu Maru	Tientsin	N. Y. K.	June 26
Nanchang	Tientsin	B. & S.	June 26
Polynesien	Singapore	M. M.	June 29
Laisang	Singapore	J. M. & Co.	June 29
Mazagon	Singapore	P. & O. Co.	June 29
Coptic	Japan	P. M. Co.	June 30
Tartar	Vancouver	C. P. R. Co.	July 1
Idzumi Maru	Japan	N. Y. K.	July 1
Empire of Jap.	Vancouver	C. P. R. Co.	July 6
Indravelli	Portland	P. & A. Co.	July 7

Post Office.

A Mail will close for:

Swatow and Bangkok—Per P. C. Kiao, 25th inst, 9 A.M.
Canton—Per Hankow, 25th inst, 9.30 A.M.
Sourabaya—Per Onsang, 25th inst, 10 A.M.
Kobe—Per Airlie, 25th inst, 10 A.M.
Manila—Per Rohilla Maru, 25th inst, 10 A.M.
Europe, &c., India, via Tuticorin—Per Roon, 25th inst, NOON.
Macao—Per Heungshan, 25th inst, 1.15 P.M.
Shanghai—Per Ellis Nissak, 25th inst, 2 P.M.
Manila—Per Loongsang, 25th inst, 3 P.M.
Kobe—Per Koun Maru, 25th inst, 3 P.M.
Shanghai—Per Kwangtsh, 25th inst, 3 P.M.
Kobe—Per Ninpo, 25th inst, 4 P.M.
Kumchuk and Samsui—Per Tungkong, 25th inst, 4 P.M.
Canton—Per Pompan, 25th inst, 5 P.M.
Nantao—Per Taitai, 25th inst, 5 P.M.
Manila—Per Legaspi, 26th inst, 9 A.M.
Manila—Per Zafiro, 27th inst, 9 A.M.
Straits, Colombo and Bombay—Per Vindobona, 27th inst, 2 P.M.
Singapore and Calcutta—Per Aragonia, 27th inst, 5 P.M.
Europe, &c., India, via Tuticorin—Per Annam, 30th inst, 9 A.M.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Tremont, 30th inst, 11 A.M.
Manila—Per Sungkang, 1st July, 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingta, 4th July, 11 A.M.
Kobe, Nagasaki, Gensan and Vladivostok—Per Savola, 6th July, 11 A.M.
Kobe—Per Taiyuan, 7th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th July, 11 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—
On the 24th at 11.25 a.m. The barometer has fallen over E. Japan, risen on the E. coast of China.
The depression is moving Eastwards to the NE. of the Loochoos. Pressure remains high over the Pacific to the NE. of Japan.
Moderate or fresh NE. winds in the Formosa Channel, and moderate SW. monsoon over the N. part of the China Sea.
Forecast—SW. or variable winds, moderate; squally, thundershowers.

YESTERDAY'S WEATHER REPORT.

	On 24th at 11 a.m.	On 24th at 4 p.m.
Barometer	29.71	29.66
Temperature	85	85
Humidity	78	74
Rainfall	0.06	—

CHINA COAST METEOROLOGICAL REGISTER.

	June 24th, 1903, a.m.	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m. 29.79	52	99	NE	1	0
emuro	6 a.m. 30.00	—	—	SE	6	—
Hakodate	" 29.81	—	—	E	8	—
Tokio	" 29.74	—	—	—	0	—
Kochi	" 29.64	—	—	NE	4	—
Nagasaki	" 29.64	—	—	NE	2	—
Kagoshima	" 29.64	—	—	NE	6	—
Oshima	" 29.53	—	—	—	0	—
Naha	" 29.52	—	—	W	6	—
Ishigakijima	" 29.66	—	—	—	0	—
Taihou	5 a.m. 29.69	—	—	NW	2	—
Taichu	" 29.67	—	—	N	2	—
Tainan	" 29.74	—	—	E	2	—
Koshun	" 29.73	—	—	W	6	—
Pescadores	" 29.70	—	—	SW	6	—
Weihaiwei	9 a.m. 29.85	69	00	NNE	3	cm
Guttsai	" 29.75	74	86	N	3	od
Amoy	6.30 a.m. 29.68	81	91	SE	1	—
Car on	9 a.m. 29.73	87	74	SW	2	—
Hon kong	10 a.m. 29.73	87	74	SW	2	—
Victoria Peak	" 29.74	—	—	SW	4	—
Gap Rock	" 29.74	—	—	SW	4	—
Macao	" 29.84	88	72	WSW	2	b
Haiphong	9 a.m. 29.84	88	72	WSW	2	b
Malate	" 29.89	86	—	SW	2	b
Bacolod	" 29.89	86	—	SW	2	b
Hilo	" 29.91	86	—	S	1	b
Cebu	10 a.m. 29.91	86	—	S	1	b
C. St. James	10 a.m.	—	—	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.
Jameson, Mrs.
Jameson, Mr.
Joseph, Mr. and Mrs.
Kasch, E. A.
Kirkwood, J.
Larson, S. G.
Lewes, Vaughan
Llewellyn, H.
Lut, Mrs. B. M.
Lyle, R. M.
Macgowan, R. J.
Marriott, Dr. A.
Mast, Sydney
Mast, Mr. E.
Mathews, Miss
McGormick, Misses
Miller, P. L.
Morris, Mr. and Mrs.
Morrison, A.
Murphy, Mr. and Mrs.
E. O.
Ollis, Mr. and Mrs. and nurse
Paget, A. R.
Paget, Mr.
Parfitt, W.
Dearyshire, Mr. and Mrs. J. H.
Parker, C. A.
Pogson, Mr.
Potts, W. H.
Read, Miss
Rees, H. H.
Reid, H. J.
Robertson, E.
Sales, Miss De
Saunders, C. H.
Schneetsch, R. H.
Skinner, Mr. and Mrs.
Skott, C.
Somerville, G.
Thomas, J. A.
Thomson, Dr. J. C.
Thorndyke, Mr.
Takamatsu, S.
Tolson, C.
Tolson, J.
Travis, C. C.
Trowbridge, C. R.
Walker, Mr. and Mrs.
W. B.
Wallace, W.
Wilkinson, H. O.
Walsh, C. A.
White, Jas. W.
Woolner, Mr. and Mrs.
Wright, Mr. and Mrs.
C. Gordon
Zimmerman, P.

KING EDWARD.
Jones, H.
Jones, Mrs.
Reiber, F.
Rose, Mr. and Mrs. T. J.
Sorensen, A.
Stephens, M. J. D.
Vaughan, H. S.
CONNAUGHT.
Marston, L.
Péron, M.
Radz, E.
Short, Dr. and Mrs. A. S.
Stephens, H.
Stodart, F.
Tibbey, H. M.
Thomas, C. B.
Tyrwhitt, T.
OCCIDENTAL.
Adamsen, Mrs. and Marten, Dr. Mariano
Mogford, W.
Nidd, E.
Pezare, Lieut.
Rebblumund, Mrs. and family
Schmauss, A.
Smynington, Mr. & Mrs. James R.
PEAK.
Allison, A.
Barnett, Dr.
Beattie, Andrew
Behn, Geo.
Benson, A.P.D., Major
and Mrs. H. G.
Berkley, H.
Bernier, Gilbert
Brusse, George
Chapman, Mr. & Mrs.
Ferrand, M.
French, A.S.C., Major
G. A.
Fuchs, A.
Gibson, Dr. Robert
Grant, G. C. Lindley
Hamilton, Major A.B.
Hewitt, F. T. B.
Hubby, F.
Jeffries, H. U.
Joseph, Mr. and Mrs. E. S.
CRAIGIEBURN.
Gaskill, Mr. and Mrs. Lambelle, Lieut. and Harvey, Lieut. and Mrs. F. W.
Mrs. J. S.
Struckmeyer, O.
Helms, W.
KOWLOON.
Bannatyne, N.
Gilfillan, F.
Graham, Jas. Wm.
Jewell, Frank F.
Keeny, J. B.
Nobbs, A. P.
Schuster, Mrs. Von
Simester, Rev. J.
Simester, Mrs. J. and 3 children
Williamson, H. C.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.....	\$680 b.
National Bank of China, Ltd., Do. Founders.....	£ 8	3/18 = \$1.964 for 1902	\$271 b.
		None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$500 b.
China Traders' In. Co., Ltd.	\$ 25	16 2/3% = \$4 for year ended 30/4/1902.....	\$50
North China In. Co., Ltd.	£ 25	Interim of £1 for 1902.....	Tls. 220
Yangtze In. Association, Ltd.	\$ 60	20% = \$12 for 1901	\$130
anton In. Office, Ltd.	\$ 50	28 2/3% = \$14 per share for 1901	\$180
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$330 b.
China Fire In. Co., Ltd.	\$ 20	\$5 per share for 1901	\$34 b.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 31/12/1902	\$371 b.
Indo-China S. N. Co., Ltd.	£ 10	Fin. of 12/- making £1 for 1901	\$107
China & Manila S.S. Co., Ltd.	\$ 10	15% for 1900	\$46 b.
Douglas S. S. Co., Ltd.	\$ 10	Div. of \$3 for year ended 30/6/1902.....	\$46 b.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12% for year ending 30/4/03	\$26 b.
"Shell" Transport & Trading Co., Ltd.	£ 1	60 cts. 30/4/03	\$164 b.
		3rd Interim of 6d. for 1902	£15/- s.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Final of 5% making 7% for the year	Tls. 48 s.
Shanghai Tug Boat Co., Ltd.	Tls. 100	Final of 7% making 20% for 1902.....	Tls. 340 b.
Shanghai Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 13% for 1902.....	Tls. 170 b.
Co-operative Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 13% for 1902.....	Tls. 170 b.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	First Year	Tls. 60
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$106
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30/9/02	Tls. 70
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$21 b.
Punjom Mining Preference Shares	\$ 1	None	25 cts. b.
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1902	\$600
Jelebu Mining & Trading Co., Ltd.	\$ 5	No. 9 of 5% for 1/4 year end. 31/7/94	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28/1/01	\$81 b.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10/10/02	Tls. 7 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	10% & bonus 2% for 1/4 year 31/12/02.....	\$214 b.
S. C. Farham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 7 acct. 1902/1903	Tls. 185 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$90
New Amoy Dock Co., Ltd.	\$ 64	\$2 1/2 for 1901	\$40 b.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 290 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1901	\$94
Hongkong Land Investment Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1902	\$164
K'loon Land & Building Co., Ltd.	\$ 100	\$2.30 per share for 1902	\$371 b.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3.10 for 1902.....	\$51 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for and 1/4 year making \$12 for 1902	\$151 b.
Oriente Hotel Co., Ltd. (Manila) Astor House Hotel Co., Ltd. (Shanghai)	\$ 50	8% = \$4 for 1/4 year ending 31.12.1900	\$40 b.
Hotel des Colonies Co., Ltd. (Shanghai)	\$ 25	15% for half-year ending 31.12.01	\$31 s.
Queen's Hotel (Wei-hai-wei) & Humphreys Estate & Finance Co., Ltd.	Tls. 25	6% for year ending 31/3/03	Tls. 151 s.
	Tls. 25	First year	Tls. 25
S'hai Land Investment Co., Ltd.	\$ 10	9 per cent. for 1902	\$121 b.
	Tls. 50	Final of 6% making 12% for 1902	Tls. 109 s.
COTTON MILLS.			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share.....	\$16 s.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3% for period ended 31.10.97.....	Tls. 36 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on account of 1898	Tls. 40 s.
Laou-kung-mew Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 40 b.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$300 ss.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02	Tls. 52 ss.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$25
China-Borneo Co., Ltd.	\$ 12	First year	\$10
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1902	\$141 ss.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$10
Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$131 b.
Hongkong Electric Co., Ltd.	\$ 5	40 cents for year ending 30.4.1902	\$71 b.
Hongkong & China Gas Co., Ltd.	£ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$40 ss.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$149 s.
Hongkong Ice Co., Ltd.	\$ 25	Final of \$12, making \$16 for 1902.....	\$240
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320 s.
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902.....	\$12 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent. = \$2 1/2 for 1901	\$40 s.
Campbell, Moore & Co., Ltd.	\$ 50	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£12.6.	\$5 b.
United Asbestos Oriental Agency, Ltd.	\$ 4	80 cents for year ending 31.5.02.....	\$92 b.
Do. Founders.....	\$ 10	\$19.80 for year end. 31/5/02 acct. 1903.....	\$155
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6%	\$14 b.
China Light & Power Co., Ltd.	\$ 20	None	\$16 b.
Robinson Piano Co., Ltd.	\$ 50	5% = \$2 1/2 for half-year 1901.....	\$50
Manila Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	Final of 50 cents for half-year 30.6.02 { 3rd Interim Dividend of Tls. 7 1/2 & bonus of Tls. 2 1/2 per share paid 15.6.1903	\$10 s.
Maatschappij tot Mijn- Bosch- en Landbouw exploitatie in Langkat, Limited	Guelders 100	Tls. 285 ss.
Telegraphic Address: "Rialto."		BENJAMIN, KELLY & PORTS,	
Telephone No. 148., P. O. Box No. 111.		Share Brokers.	
NOTE:—b.=buyers, s.=sellers, ss.=sales.			

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June 6th.

R. G. HECKFORD,
MANAGER.